

WASHINGTON METROPOLITAN AREA TRANSIT COMMISSION

WASHINGTON, D. C.

ORDER NO. 1295

IN THE MATTER OF:

Served December 28, 1973

INTERSTATE
TAXICAB RATES

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The jurisdiction of this Commission applies "to taxicabs and other vehicles used in performing bona fide taxicab service having a seating capacity of eight passengers or less in addition to the driver thereof with respect only to (i) the rate or charges for transportation from one signatory to another within the confines of the Metropolitan District, and (ii) requirements for minimum insurance coverage". 1/

The Commission establishes such taxicab 2/ rates and minimum

1/ Compact, Title II, Article XII, Section 1.(c).

2/ "The term 'taxicab' means any motor vehicle for hire (other than a vehicle operated, with the approval of the Commission, between fixed termini on regular schedules) designed to carry eight persons or less, not including the driver, used for the purpose of accepting or soliciting passengers for hire in transportation subject to this Act, along the public streets and highways, as the passengers may direct." Compact, Title II, Article XII, Section 1.(c).

insurance requirements by prescription. 3/

In Order No. 67, served October 9, 1961, the Commission prescribed that the interstate rates to be charged by operators of taxicabs licensed and domiciled in Prince George's County and Montgomery County, Maryland, and the City of Alexandria, the City of Falls Church, Arlington County and Fairfax County, Virginia, shall be identical to those rates which are prescribed and approved by the governing bodies of such local jurisdictions for such operators, except that the charge for each additional passenger in excess of one shall be 20 cents per passenger. Taxicabs licensed and domiciled in those jurisdictions then, as today, were required

3/ "The Commission shall have the duty and the power to prescribe reasonable rates for transportation by taxicab only between a point in the jurisdiction of one signatory party and a point in the jurisdiction of another signatory party provided both points are within the Metropolitan District. The fare or charge for such transportation may be calculated on a mileage basis, a zone basis, or on any other basis approved by the Commission; provided, however, that the Commission shall not require the installation of a taximeter in any taxicab when such a device is not permitted or required by the jurisdiction licensing and otherwise regulating the operation and service of such taxicab." Compact, Title II, Article XII, Section 8. (Emphasis added.)

"No taxicab shall be permitted to transport passengers between a point in the jurisdiction of a signatory to a point in the jurisdiction of another signatory within the Metropolitan District unless the taxicab and the person or persons licensed by any signatory to own and/or operate such taxicab shall comply with such reasonable regulations as the Commission shall prescribe governing the filing and approval of surety bonds, policies of insurance, qualifications as a self-insurer, or other securities or agreements, in such reasonable amount as the Commission may require, conditioned to pay within the amount of such surety bonds, policies of insurance, qualifications as a self-insurer or other securities or agreements, any final judgment recovered against such taxicab for bodily injuries to or the death of any person, or for loss or damage to property of others, resulting from the operation, maintenance or use of taxicabs utilized in furnishing transportation subject to this Act." Compact, Title II, Article XII, Section 9.(b). (Emphasis added.)

to be equipped with meters, and the Commission did not feel that it would be in the public interest to defeat the purpose of the meters by super-imposing a rate on the interstate operations of these taxicabs which would be incompatible with the local meter rate. This system became effective on December 1, 1961, and remains in effect today.

For taxicabs licensed and domiciled in the District of Columbia, the rates which are in effect today were prescribed by Order No. 887, served November 29, 1968, for transportation between points in the District of Columbia and points elsewhere in the Metropolitan District outside the District of Columbia, as follows:

\$.60 First mile
\$.25 Each additional 1/2 mile
\$.20 Each additional passenger

The mileage rate, in the absence of a meter,^{4/} is determined by use of the odometer. All rates, charges, and regulations, other than those specified above are as prescribed and approved by the District of Columbia Public Service Commission. ^{5/}

As for the prescription of minimum insurance requirements, taxicab operators engaged in interstate operations over which the Commission has jurisdiction are required by Regulation 62-03(b) to meet the minimum requirements of the respective states and political subdivisions thereof having jurisdiction over the intrastate operations of such taxicabs.

Beyond the operations hereinbefore described, the only other taxicab service for which the Commission has prescribed interstate rates has been airport taxicab service. The airport rate presently in effect was prescribed for Greyhound Airport Service, Inc., of Virginia, by Order No. 1102, served November 17, 1970, and became effective November 22, 1970, as follows:

^{4/} See Compact, Title II, Article XII, Section 8. (Also at footnote 3 of this Order.)

^{5/} It should be noted that the United Brotherhood of D. C. Taxicab Drivers has filed a petition, Application No. 819, seeking increased rates for such transportation. The matter is under investigation pursuant to Order No. 1291, served December 21, 1973.

\$.60 First 1/3 mile
\$.20 Each additional 1/3 mile
\$.60 Each additional passenger
\$.20 Each 2 minutes waiting time
\$.25 Per bag when carried beyond curbside by driver

A meter is used in charging these rates.

The above rates of Greyhound Airport Service, Inc., of Virginia, were prescribed by the Commission as a result of a proceeding which also involved Greyhound Airport Service, Inc., a carrier presently providing certificated coach, limousine and sedan service at the Washington airports. 6/ The rates for all of the airport ground transportation (taxicab, coach, limousine, and sedan) were established in a single proceeding which considered the consolidated operations, expenses, and revenues of both Greyhound Airport Service, Inc., and Greyhound Airport Service, Inc., of Virginia. The rates for all airport ground transportation to be provided by both of these carriers were designed to permit them an opportunity, operating in concert, to earn a reasonable rate of return after paying the Federal Aviation Administration (FAA) ten percent (10%) of gross operating revenues under the terms of a contract with FAA.

The contract with FAA upon which these taxicab fares were partially based expires December 31, 1973, and it is the Commission's opinion that the taxicab fares prescribed for Greyhound Airport Service, Inc., of Virginia, in Order No. 1102 must accordingly be suspended.

The Commission has previously prescribed taxicab rates and requirements for minimum insurance coverage for all taxicab operations which it believed existed or might exist from one signatory to another within the confines of the Metropolitan District. However, the Commission's jurisdiction over taxicabs is limited as previously set forth and does not extend to the authority of taxicabs to so operate. There occurs the possibility of a taxicab operation from one signatory to another within the confines of the Metropolitan District for which a rate has not already been prescribed; that is, a taxicab or other vehicle used in performing a bona fide taxicab service having a seating capacity of eight passengers or less in addition to the driver which is not licensed in, domiciled in, and subject to the local jurisdiction of either the District of Columbia 7/

6/ The "Washington airports" as used herein refers to Washington National Airport and Dulles International Airport.

7/ As contemplated in Order No. 887, served November 29, 1968.

or one of the local suburban jurisdictions. 8/ To the extent that such a taxicab operation may now or in the future exist, the Commission is of the opinion that it has the duty and the power to prescribe reasonable rates for such transportation and to establish requirements for minimum insurance coverage. Because most (approximately 85%) of the taxicabs operated in the Metropolitan District are registered in the District of Columbia, the dominant interstate rate is that prescribed for District of Columbia taxicabs. Accordingly, the Commission believes that the appropriate rate to prescribe is the rate currently in effect for interstate transportation in taxicabs licensed and domiciled in the District of Columbia. Likewise, the requirements for minimum insurance coverage will be established at the level of such coverage required of District of Columbia taxicabs.

Airway Ground Transportation Services, Inc., has filed a petition, Application No. 820, seeking approval of taxicab fares for service between the Washington airports 9/ and points in the Metropolitan District. The Commission has suspended the proposed fares, instituted an investigation, and required the submission of additional information. 10/

Having already noted (a) that the existing taxicab rates prescribed by Order No. 1102 for Greyhound Airport Service, Inc., of Virginia, will be suspended herein, (b) that the proposed rates of Airway Ground Transportation Services, Inc., have been suspended pending investigation, and (c) that this Commission lacks jurisdiction to grant or deny authority to operate taxicabs, we feel that further clarification is warranted. If, for example, Greyhound Airport Service, Inc., of Virginia, or Airway Ground Transportation Services, Inc., should be authorized to conduct taxicab operations from one signatory to another within the confines of the Metropolitan District, then such taxicab operations shall be conducted at the rates and in accordance with the minimum insurance coverage requirements herein prescribed for taxicabs which are not licensed in, domiciled in, and subject to the local regulation of either the District of Columbia or one of the local suburban jurisdictions, provided that such taxicab operations are not so licensed, domiciled, and locally regulated.

8/ As contemplated in Order No. 67, served October 9, 1961.

9/ See footnote 5.

10/ See Order No. 1294, served December 28, 1973.

THEREFORE, IT IS ORDERED:

1. That the taxicab rates prescribed for Greyhound Airport Service, Inc., of Virginia, by Order No. 1102, served November 17, 1970, be, and they are hereby, suspended as of 12:01 A.M., Tuesday, January 1, 1974.
2. That the rates for transportation by taxicabs and other vehicles used in performing bona fide taxicab service subject to the jurisdiction of this Commission but not licensed in, domiciled in, and subject to the local regulation of either the District of Columbia or one of the local jurisdictions within the Metropolitan District, be, and they are hereby, prescribed as set forth in Appendix A attached hereto and made a part hereof, effective immediately.
3. That operators of taxicabs engaged in operations as described above shall meet the minimum insurance coverage requirement established for District of Columbia taxicabs.

BY DIRECTION OF THE COMMISSION:

A handwritten signature in dark ink, appearing to read "WR Stratton", is written over a horizontal line.

WILLIAM R. STRATTON
Commissioner

APPENDIX A
Order No. 1295

INTERSTATE TAXICAB RATES
FOR TAXICAB SERVICE WITHIN THE
WASHINGTON METROPOLITAN TRANSIT DISTRICT
(in taxicabs not licensed in, domiciled
in, and subject to the local regulation
of either the District of Columbia or
one of the local jurisdictions within
the Metropolitan District)

60¢ First mile
25¢ Each additional 1/2 mile
20¢ Each additional passenger

Hand baggage, including large bags of groceries or articles of similar size, in excess of one piece per passenger shall be charged for at the rate of \$.10 for each such piece. Brief cases and parcels of comparable size shall not be considered as hand baggage.

Trunks or similiar large articles shall be charged for at the rate of \$1.00 each. A trunk is herein described as a piece of baggage having a minimum dimension or cubic content in excess of 32" by 18" by 9" or 3 cubic feet, respectively.

The charge for personal service shall be \$.50; taxicab service in response to a telephone call, \$.50 in addition to all other authorized charges; dismissal of a taxicab without using it after response to a telephone call, \$.50 in addition to the charge for responding; waiting time in excess of five minutes \$.25 for each five minutes or fraction thereof up to a total of forty-five minutes after which the rate of \$1.00 for each fifteen minutes shall apply.

The charge for a taxicab employed on an hourly basis shall be as follows:

For the first hour or fraction thereof - \$5.50;
For each additional fifteen minutes or fraction thereof - \$1.40.